



DEPARTMENT OF THE NAVY  
HELICOPTER ANTISUBMARINE SQUADRON NINE  
UNIT 60159  
FPO AA 34099-5710

1991  
IN REPLY REFER TO:  
5750  
Ser 12/043  
MAR 24 1992

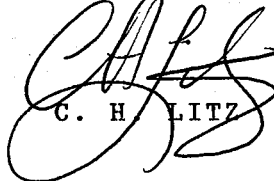
From: Commanding Officer, Helicopter Antisubmarine Squadron 9  
To: Chief of Naval Operations, Naval Aviation History Office  
(OP-052D2)

Subj: COMMAND HISTORY REPORT FOR 1991

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Basic History  
(2) Weapon System Readiness  
(3) Accident Free Hours  
(4) Commanding Officer Biography/Photograph  
(5) Sailor of the Quarter/Senior Sailor of the Quarter/  
Sailor of the Year

1. Per reference (a), enclosures (1) through (5) are submitted.

  
C. H. LITZ

Copy to:  
Director, Naval History (OP-09BH)

Loggen

## COMMAND HISTORY

### 1. Command History

a. Helicopter Antisubmarine Squadron NINE (HS-9) is an all weather, day/night, aircraft carrier based, antisubmarine, search and rescue helicopter squadron. HS-9 was commanded by Commander John D. Christensen for the entire 1991 calendar year.

b. HS-9 is based out of NAS Jacksonville, Florida. The squadron is composed of six Sikorsky SH-3H Sea King helicopters, tail code AA, and is staffed by 26 officers and 170 enlisted personnel.

### 2. Chronology

a. HS-9 began calendar year 1991 deployed aboard USS THEODORE ROOSEVELT (CVN 71) for MED-91 already stationed in the Red Sea supporting Operations Desert Shield.

b. On 31 December 1990, the tone for the coming year was set for HS-9 when they successfully rescued four crew members of a downed EA-6B Prowler off the USS THEODORE ROOSEVELT (CVN 71). The flight crew effecting the rescue was LCDR (b) (6), LT (b) (6), AW2 (b) (6) and AW3 (b) (6).

c. From 17 January 1991 to 28 February 1991, HS-9 participated in Operation Desert Storm. HS-9 assisted the war effort directly by capturing 35 enemy prisoners of war and destroying 13 enemy anti-ship mines. The squadron flew over 1100 hours directly supporting the war effort.

d. During Operation Desert Storm, HS-9 was instrumental in developing and improving tactics for Combat Search and Rescue (CSAR). This was accomplished by utilizing AN/AVS-6 Night Vision Goggle (NVG) system, Global Positioning System (GPS), and the Downed Aviator Locator System (DALIS).

e. From 21 April 1991 to 14 June 1991, HS-9 assisted in the humanitarian aid effort of Operation Provide Comfort by delivering needed supplies to the war torn middle eastern region.

f. HS-9 and the USS THEODORE ROOSEVELT (CVN 71) ended MED-91 on 28 June 1991.

g. During 2-4 August 1991, HS-9 sent a three aircraft detachment to the AUTC facilities at Andros Island in the Bahamas. Training included successfully dropping 2 REXTORPS on a US SSN submarine.

h. During 19-25 August 1991, HS-9 sent a four aircraft detachment to the USS Theodore Roosevelt (CVN 71) for a Fleet Carrier Qualification Period. While on detachment, HS-9 logged one rescue by retrieving a downed F/A-18 aviator. The crew effecting the rescue was LT (b) (6), LTJG (b) (6), AW1 (b) (6) and AW2 (b) (6).

ENCL (1)

i. During 10-12 September 1991, HS-9 sent a two aircraft detachment to Patrick AFB for an Antisubmarine Warfare (ASW) attack training period off the coast of Florida.

j. During 17-25 September 1991, HS-9 sent a four aircraft detachment to the AUTECH facilities on Andros Island in the Bahamas for additional ASW training. During the period they successfully dropped 12 REXTORPS against a US SSN submarine.

k. On 1 October 1991, HS-9 began a new era by transferring to Carrier Air Wing SEVENTEEN (CVW 17) aboard the USS SARATOGA (CV 60). Thus the squadron began a quick turn around cycle by beginning workups for a summer 1992 MED cruise.

l. During 3-7 October 1991, HS-9 flew one aircraft and crew to Memphis, Tennessee to participate in an air show ensuring Naval Rotary Wing Aviation was represented there.

m. During 4-20 October 1991, HS-9 sent a detachment to Fallon, Nevada for a CVW 17 "strike rescue" training period.

n. During 8-10 October 1991, HS-9 sent a two aircraft detachment to the AUTECH facilities on Andros Island in the Bahamas for more ASW training and successfully dropped three REXTORPS against an underwater target sled.

o. During 23-25 October 1991, HS-9 participated in the 1991 Naval Helicopter Association Fly-in at NAS Whiting Field, Florida by sending two aircraft and crews to ensure east coast HS representation.

p. From 4 November 1991 to 16 December 1991, HS-9 deployed aboard the USS SARATOGA (CV 60) for the first time to participate in the Refresher Training and Advanced Phase of Battle Group workups.

q. On 9 November 1991, while onboard the USS SARATOGA (CV 60), HS-9 effected yet another rescue by retrieving the crewmembers of the sinking fishing vessel, "C-OATS." Two aircraft were involved and their crews were LT (b) (6), LTJG (b) (6), AW2 (b) (6), AW2 (b) (6) in one aircraft, and LT (b) (6), LTJG (b) (6), AW2 (b) (6), and AW2 (b) (6) in the other aircraft.

r. On 21 November 1991, while onboard the USS SARATOGA (CV 60), HS-9 was called upon to MEDEVAC an acute appendicitis patient from the Panamanian freighter, "Stormy Annie" and return him to the SARATAGO for immediate surgery.

s. For the calendar year, HS-9 flew over 4700 hours on over 1580 sorties.

t. HS-9 ended calendar year 1991 with a much needed leave period for its Officer and Enlisted Personnel. The squadron will begin the second half of its aggressive workup cycle in January 1992.

### 3. Narrative

a. HS-9 began 1991 transiting enroute to the Arabian Gulf in support of Operation Desert Storm. The squadron provided two detachments to the norther most reaches of the Arabian Gulf resulting in the destruction of 13 anti-ship mines and the capture of 35 enemy prisoners of war. HS-9 was a forerunner in the standardization of the Night Vision Goggles Global Positioning System and Downed Aviator Locator System in the combat arena. The Sea Griffins were awarded the Navy Unit Commendation for participation in Operation Desert Storm. After the war, HS-9 returned to the eastern Mediterranean Sea through the Suez Canal and assisted in Operation Provide Comfort. During Operation Provide Comfort the Sea Griffin provided transportation service for shore based and sea based task commanders, and delivered needed supplies to the war torn region. The squadron received the Joint Meritorious Unit Award for its participation. Returning to home port in June 1991, HS-9 began a compressed turnaround cycle for transition to the USS SARATOGA Battle Group. Utilizing every training opportunity, the Sea Griffins obtained C-1 training status in record time. As a result of its successful, safe completion of every mission, HS-9 was awarded the Battle "E" and Safety "S" for 1991.

WEAPON SYSTEM READINESS

a. Aircraft Availability

(1) Full Mission Capable (FMC) Rate:

JAN	80.6	APR	87.3	JUL	91.6	OCT	77.2
FEB	81.2	MAY	92.2	AUG	88.7	NOV	82.8
MAR	82.4	JUN	93.4	SEP	83.8	DEC	84.3

(2) Mission Capable (MC) Rate:

JAN	83.4	APR	95.8	JUL	94.1	OCT	94.6
FEB	89.8	MAY	94.1	AUG	93.5	NOV	88.8
MAR	83.4	JUN	94.0	SEP	94.0	DEC	91.6

b. Cannibalization Rate/100 Flight Hours

JAN	1.0	APR	1.1	JUL	2.0	OCT	0.7
FEB	3.2	MAY	0.7	AUG	0.6	NOV	0.0
MAR	4.5	JUN	0.0	SEP	0.0	DEC	0.0

## HS-9 REMAINS ACCIDENT FREE

The HS-9 Sea Griffins celebrated 13 years and 47,000 hours of accident free flying in December 1991 aboard the USS SARATOGA (CV 60) while participating in Advanced Phase 1991 in the Puerto Rican Operations area. The Sea Griffins's meticulous safety program was a key contribution to this impressive milestone. HS-9 is justifiably proud of their accomplishment. The Sea Griffins recognize that safety is an all hands effort that involves not just the flight crews, but everyone in the squadron. High quality maintenance and a solid safety program have made this accomplishment possible.

ENCL (3)

CVW-8 aircraft    USS THEODORE ROOSEVELT cruise  
Desert Storm

VF-41            F-14A

100	162703	101	162689
102	160918	103	160407
104	160387	105	161852
106	160394	107	160903
111	160898		

notes: 100, 101 in overall gray scheme, others in TPS.

VF-84            F-14A

200	162688	201	162692
202	160391	204	160908
207	160902	210	160405
211	161164	212	160926
214	161137		

notes: 200,201 started cruise in gloss gray scheme with black tails, were repainted in one-tone dull gray in hangar bay enroute.

-several acft (numbers?) had black tails applied post war and prior to fly off.

-211,212,214 TARPS equipped.

VFA-15          F/A-18A

300	163113	301	163119
302	163124	303	163126
304	163121	305	163120
306	163122	307	163125
310	163101	311	163143

notes: 304/163121 lost 25 Jan 91, non-combat. pilot recovered.

-163135/AJ 304 replacement acft from VFA-132 during war.

VFA-87          F/A-18A

400	163117	401	163096
402	163095	403	163094
404	163100	405	163105
406	163099	407	163102
410	163106	411	163107

notes: 401/163096 lost 5 Feb 91 (non-combat) with Lt BJ Dwyer. (CVW-8 LSO).

-163103/AJ 412 replacement aircraft near end of war.

VA-65      A-6E

500	161675	501	155718
502	157001	503	155620
504	149957	506	161231
510	161682	511	159314
512	159175		

notes: 503 had desert camo applied. Removed by 9 Feb.

-511 transferred to VA-35 for return to CONUS 3/91. 161659/AJ 505 received in exchange.

VA-36      A-6E

530	161660	531	155632
532	155716	533	161667
534	159176	535	155703
540	158538	541	158538
542	159574		

notes: 533 had desert camo applied. Removed by 9 Feb.

-155632/531 lost 2 Feb 91 near Falayka Is to enemy fire. crew lost.

-158538 transferred to VA-35 for return to CONUS following end of war. 158051/AJ 530 acquired from VA-35 in exchange. 161660 renumbered to "second" 540, 155600/AJ536 acquired from VA-95/Whidbey Is during war as replacement for 531.

VAW-124      E-2C

600	161780	601	161552
602	161781	603	161782
604	161783		

HS-9 SH-3H

610	149725	611	149735
612	149899	614	151541
615	148991	616	148983

VAQ-141      EA-6B

620	163405	621	163527
622	163528	623	163529
624	163530		

VS-24      S-3B

700	160125	701	159743
702	159729	705	159761
707	159753		

notes: 701 in gloss gray/white scheme, others in TPS. 701 had red rudder painted out prior to war.

VRC-40 det D      C-2B  
AJ 46      162168

THE GREAT NOSE ART CONTEST:

Near the end of the war VF-41 painted up 101 with noseart. CAG liked it enough to authorize the other squadrons to paint one apiece on a not-to-interfere with ops basis. By the end of the March port call in Dubai, about everybody had complied. (except the two F-18 squadrons, which never did it.). VA-65 had applied the same Garfield markings to two aircraft before CAG's edict.... they removed it from 501 by the end of March. The nose art lasted officially until the first port call in the Med, (Haifa) when it was to have been removed (late May). It appears as if VAW-124 was able to hide theirs, as it reappeared for fly off to Norfolk!

VF-41    101    Queen of Spades  
VF-84    201    Cat Snatch Fever  
VA-65    500/501    The Big Stick  
VA-36    536    Heart Less  
VAW-124    601    Miss B.Havin ← won nose art contest.  
VAQ-141    621    Eve of Destruction/Deception Lass  
VS-24    701    Eye of the Storm

SHIA CO/XO/CAG/AOM FROST  
were judges.

-Final note: 536 recieved red road runner tail markings when it had its nose art painted. By fly off, all VA-36 aircraft were so painted. It also appears as if VF-84 applied black tails to all of their aircraft for fly off. ( I wasn't on the ship that late)

COMMANDER JOHN D. CHRISTENSEN  
COMMANDING OFFICER

Originally from (b) (6), Commander Christensen graduated from the United States Naval Academy in June 1974. Upon graduation he entered flight school and was designated a Naval Aviator in April 1976. After receiving additional training in the SH-3H aircraft at Helicopter Antisubmarine Squadron ONE (HS-1), he reported to Naval Air Station Key West, Florida as a station Search and Rescue Pilot.

In October 1978, Commander Christensen reported back to HS-1 for Antisubmarine Warfare training and a subsequent assignment to Helicopter Antisubmarine Squadron NINE (HS-9) where he was assigned the billets of Assistant Operation, NATOPS and Quality Assurance. After completing his tour with HS-9, he transferred to HS-1 as instructor pilot and assignment as the AIRLANT H-3 NATOPS Evaluator.

Commander Christensen returned to sea duty in April 1984 as the Antisubmarine Warfare Operations Officer for Commander Carrier Air Wing EIGHT. During this tour he continued to fly with the HS-9 "SEA GRIFFINS" until his transfer in October 1985.

After brief refresher training in HS-1, he reported to Helicopter Antisubmarine Squadron SEVENTEEN (HS-17), onboard USS CORAL SEA (CV 43) as the Maintenance Officer. Upon completion of this tour, Commander Christensen had culminated ten years of continuous Helicopter Aircraft Commander qualification and accumulated over 3000 flight hours in the H-3.

In June 1987, Commander Christensen reported to the office of the Chief of Naval Operations, Strategy Plans and Policy Directorate, where he served as an Action Officer representing Navy positions on issues before the Joint Chiefs of Staff.

Commander Christensen reported to Helicopter Antisubmarine Squadron NINE as the Executive Officer 30 September 1989 and assumed command at a ceremony conducted at Naval Air Station Jacksonville, Florida 12 December 1990.

Commander Christensen has been awarded the Meritorious Service Medal, the Navy Commendation Medal, the Navy Achievement Medal, and several other personal and unit citations.

He is married to the former (b) (6) of (b) (6). They have three children, (b) (6) and (b) (6), and reside in (b) (6).

ENC 4



SENIOR SAILOR OF THE QUARTER FOR 1991

January - March	AMS1 (b) (6)
April - June	AMS1 (b) (6)
July - September	AO1 (b) (6)
October - December	PN1 (b) (6)

PETTY OFFICER OF THE QUARTER FOR 1991

January - March	AW2 (b) (6)
April - June	AMS3 (b) (6)
July - September	AE3 (b) (6)
October - December	AO3 (b) (6)

SAILOR OF THE YEAR FOR 1991

January - December	AO1 (b) (6)
--------------------	-------------